

Revised SCS/RTP Performance Targets and Response to Comments



MTC Planning Committee, ABAG Administration Committee,
Joint Policy Committee

January 14, 2011

Purpose of Performance Targets

- Express, in measurable terms, desirable outcomes for the region's Economy, Equity and Environment.
- Provide tools to assess SCS/RTP scenarios including the Draft SCS/RTP, at the regional level – as done for Transportation 2035 and Projections 2009.

*Targets are **not** standards or restrictions on local government authority.*

- Provide a framework to assess transportation projects for the RTP.

*Projects and programs do **not** have to meet each and every target.*

- Periodically measure progress to assess if policies and investments are having the intended effect.



Goals

1	Climate Protection	Statutory Targets (2)
2	Adequate Housing	
3	Healthy & Safe Communities: Reduce premature deaths from exposure to particulate emissions	Voluntary Targets (8)
4	Reduce injuries and fatalities from collisions	
5	Increase walking and biking to improve health outcomes	
6	Open Space Preservation	
7	Equitable Access	
8	Economic Vitality	
9	Transportation System Effectiveness: Improve system effectiveness	
10	Maintain the system in a state of good repair	

SB 375 Statutory Targets

Unless noted, statutory and voluntary targets are reductions in Year 2035 compared to Year 2005

Goal: Climate Protection

1

Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%

(Source: California Air Resources Board, as required by SB 375)

Comment from Last Meeting	Staff Response
The target should go beyond SB 375 to include GHG reductions from other sources such as ports, airports, agriculture and building practices.	These sources are not directly regulated by SCS/RTP statute. They are subject to rulemaking by the Air Resources Board and Air District under AB 32.

SB 375 Statutory Targets

Goal: Adequate Housing

2

House 100% of the region's projected 25-year growth by income level (very low, low, moderate, above moderate) without displacing current low-income residents

(Source: ABAG adopted methodology, as required by SB 375)

Comments from Last Meeting	Staff Response
Addressing displacement is critically important.	Agree with comment.
It is not appropriate to aim for no displacement when housing may be sub-standard or in unsafe or unhealthy environments.	Language does not preclude improvement of substandard housing or better site location.

Goal: Healthy and Safe Communities

3 Reduce premature deaths from exposure to particulate emissions:

- Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%
- Reduce coarse particulate emissions (PM₁₀) by 30%*

(Source: Adapted from Federal and State Air Quality Requirements by BAAQMD)

** The decrease in premature mortality associated with reducing PM₁₀ cannot be estimated with precision; therefore Air District staff recommends a emissions-based target for PM₁₀.*

Comments from Last Meeting	Staff Response
The numeric target is too low.	Recommendation reflects current federal air quality standards.
The target fails to reflect PM _{2.5} health impacts by geography, particularly on low-income and minority communities.	MTC will analyze the geographic distribution of motor vehicle particulate emissions in the SCS/RTP Equity Analysis. BAAQMD does not have the tools to forecast health impacts at the community level for the scenarios.

Goal: Healthy and Safe Communities

4 Reduce by 50% the number of injuries and fatalities from all collisions (including bike & ped.)

(Source: Adapted from California State Highway Strategic Safety Plan)

Comments from Last Meeting	Staff Response
Disaggregate by mode.	Current forecasting tools are not sufficiently accurate to disaggregate. MTC will test new methodologies and report modal results in the data summary.
Measure on a per-mile basis.	The goal should be to minimize total injuries and fatalities.
This target is not essential.	Collision reduction is important to the health advocates, core goal of the current RTP, and a co-benefit of reducing driving.

Goal: Healthy and Safe Communities

- 5** Increase the average daily time walking or biking per person for transportation by 60% (equivalent to an average of 15 minutes per person) ~~50% from 2000 levels~~

(Source: Adapted from Surgeon General Recommended Daily Activity Level)

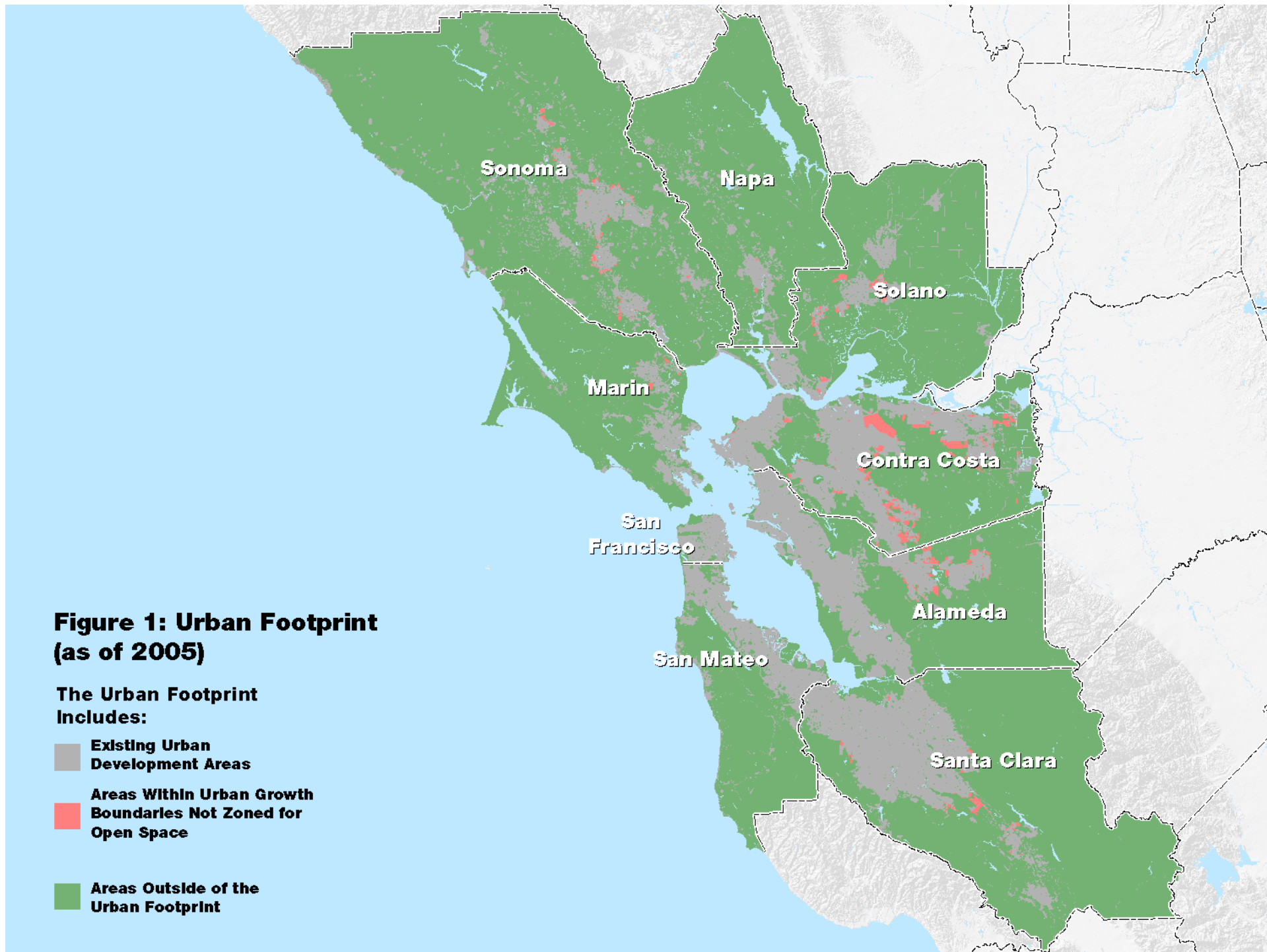
Comments from Last Meeting	Staff Response
The numeric target should be more aggressive.	Staff has revised the recommendation, previously 10 minutes, to a more ambitious 15 minutes.
Replace with a mode share target.	Minutes of walking and biking is more directly linked to public health outcomes and guidance. Mode share will be reported in the data summary.

Goal: Open Space and Agricultural Preservation

- 6** Direct all non-agricultural development within ~~urbanized areas as of 2010~~ the current urban footprint (existing urban development and/or urban growth boundaries)

(Source: Adapted from SB 375)

Comments from Last Meeting	Draft Staff Response
Target should not restrict cities' ability to grow; 2010 reference is too restrictive; target should reflect voter-approved urban growth boundaries.	Target has been revised accordingly.
Define "urbanized areas".	"Urbanized area" has multiple definitions. Staff recommends "urban footprint".



Goal: Equitable Access

7

Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing

(Source: Adapted from the Center for Housing Policy)

Comments from Last Meeting	Staff Response
There is insufficient information to measure target over time.	This analysis has been conducted for the Bay Area based on actual data and provides a good basis for future forecasts.
Clarify whether target is a reduction of 10 percentage points or 10 percent change.	Numeric target is 10 percentage point decrease

Goal: Economic Vitality

- 8** Increase gross regional product (GRP) by ~~[TBD%]~~ 90% from 2005 – an average annual growth rate of approximately 2% (in current dollars)*

Source: Bay Area Business Community

*provisional recommendation

Comments from Last Meeting	Staff Response
Target does not consider jobs-housing fit.	Concept is complex enough to merit full analysis in the scenario assessment.
Employment should be considered as an indicator or additional target.	Employment is closely tied to GRP; it will be calculated and reported in the data summary.
GRP does not capture benefits of locating growth in transportation-efficient areas to reduce GHG emissions.	These benefits are captured in the GHG reduction target and travel time targets.

Goal: Transportation System Effectiveness

9 Decrease average per-trip travel time ~~for auto and transit modes~~ by 10%

Source: Adapted from Caltrans Smart Mobility 2010

Comments from Last Meeting	Staff Response
Consider a combined target for all modes.	Target has been revised accordingly.
Target does not reflect goal of narrowing gap between auto and transit modes. It could be achieved by building freeways and should focus instead on encouraging use of public transit.	Target focuses on efficiency of the entire system. It will reflect improvements to all types of transportation, including new and enhanced transit service as well as freeway operational improvements.

Goal: Transportation System Effectiveness

10 Maintain the transportation system in a state of good repair:

- Increase pavement condition index to 75 or better on local roadways
- Decrease distressed lane-miles of state highways to less than 10%
- Reduce average transit asset age to 50% of useful life

Source: State and regional plans

Comments from Last Meeting	Staff Response
Concern about the cost and ability to achieve the PCI target at the regional and local level.	<p>This target is a regional, not jurisdictional, average. Cost based on T-2035:</p> <p>Total cost to reach avg. PCI of 75: \$28.6 B</p> <p>Funding in T-2035: \$23.3 B</p> <p>Additional funds needed: \$5.3 B</p> <p>These estimates will be updated for the SCS/RTP. A lower regional target would represent a mediocre state of repair and result in higher long-term costs.</p>

General Comments

Comments from Last Meeting	Staff Response
There is potential for unintended consequences from the targets.	Staff has clarified how the targets will and will not be used. We can also monitor results over time and adjust voluntary targets as needs.
It is unclear how we might weight the target results for scenario evaluation.	It is not necessary to weight the targets upfront; this will elicit a discussion of tradeoffs based on preferred outcomes.
The targets aren't visionary enough.	Staff is recommending revisions to some targets to reflect more ambitious outcomes.
The requirement that targets must be able to be forecasted eliminates a number of desirable targets from consideration.	Indicators will be used to capture other measures that cannot necessarily be forecast.

Targets Next Steps

- **January 2011**
 - Adoption of targets by ABAG Executive Board and MTC Commission (1/20 and 1/26)
- **February – September 2011**
 - Scenario assessment analysis and results (Targets, Equity Analysis, Data Summaries)
 - Indicator data available to inform scenario definition